

Chapter 12 - ROADS AND HIGHWAYS

Section 12.01 MINIMUM HIGHWAY DESIGN STANDARDS

(a) **Definitions.** In order to clarify this ordinance, the following definitions shall apply:

(1) **Approach.** That portion of road extending 100 feet on each side of a culvert or bridge.

(2) **Base Course.** The supporting base material of the roadway including the shoulder.

(3) **Drainage.** The gradual drying of a highway by a system of ditches, trenches, channels or similar methods.

(4) **Grade.** The rate of ascent or descent of a roadway.

(5) **Highway.** The road or way over which the public generally has a right to pass and includes the complete right-of-way.

(6) **Road Bed.** The whole material laid in place and ready for travel.

(b) **Applicability.** This ordinance shall be applicable to all highways laid out by the Town Board after adoption of this ordinance, including any highways dedicated in plats for proposed subdivisions submitted for review pursuant to Chapter 236 of Wisconsin Statutes, any private highways being donated to the Town, and any other highways being accepted by the Town as public highways in the Town.

(c) **Minimum Road Design Standards.** The following minimum design standards shall apply under this ordinance: All Town highways shall be classified as local roads unless designated by the Town Board as collector or arterial. The classification of all roads under this ordinance shall be within the complete discretion of the Town Board considering such factors as traffic count, character of anticipated traffic, and relation of highway to traffic patterns within the Town and other highway systems. It is intended that local be the lowest traffic count, with access to private property as principal function. Collector highways are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Arterials are intended to serve as corridors through the Town serving intra-regional or inter-area traffic movement. Unless otherwise indicated, all measurements are in feet.

Residential	Commercial- Industrial
With Curb/Gutter-Without Curb/Gutter	With Curb/Gutter-Without Curb/Gutter

Minimum Right-of-Way	70	70	100	100
Minimum width of Base Course (including curb, gutter or shoulders)				
Local	30	34	32	32
Collector	32	36	40	50
Arterial	40	38	40	50
<u>Minimum Width of Surfacing</u>				
Local	30	24	32	24
Collector	32	26	40	30
Arterial	40	28	48	48
<u>Maximum Grade (percent)</u>				
Local	10%	10%	8%	8%
Collector	8%	8%	6%	6%
Arterial	6%	6%	6%	6%
(Minimum Grade .5)				
<u>Minimum Radius of Horizontal Curve</u>				
Local	100	100	200	200
Collector	100	100	200	200
Arterial	300	300	400	400
<u>Corner Radius at Intersections</u>				
	25	30	25	30
<u>Minimum Length of Vertical Curve</u>				
Local	-100 but not less than 20 for each algebraic difference in grade			
Collector	-200 but not less than 50 for each one percent			
Arterial	-300 but not less than 50 for each algebraic difference in grade			

Residential

Commercial/Industrial

	With Curb/Gutter	Without Curb/Gutter	With Curb/Gutter	Without Curb/Gutter
<u>Minimum Length of Tangents Between Reverse Curves</u>				
Local	100	100	200	200
Collector	100	100	200	200
Arterial	200	200	300	300
<u>Minimum Sight Distance</u>				
Local	200	200	200	200
Collector	250	250	250	250
Arterial	300	300	300	300

Design Speed (miles per hour)

Local	30 mph	30 mph	30 mph	30 mph
Collector	35 mph	35 mph	35 mph	35 mph
Arterial	40 mph	40 mph	40 mph	40 mph

CUL-DE-SACS (Permanent)

Cul-de-sacs shall have a minimum 90-foot diameter pavement, a 5-foot wide shoulder and a 4:1 foreslope.

Maximum Length

Maximum desirable length of roads with cul-de-sacs is 1,000 feet. Through roads are most desirable.

Minimum Right-of-Way Radius at Cul-de-sacs

Local	70	70	70	70
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Minimum Base Course Radius

Local	48	48	48	48
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Minimum Pavement Radius

Local	45	45	45	45
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Hot Mixed Asphalt Pavement (HMA)

HMA pavement shall be 24 feet wide and 4 1/4 inches thick (after compaction). The cross-slope from the centerline to the edge of the pavement shall normally be 0.020 ft./ft. (2% slope). A minimum cross-slope of 0.015 ft./ft. (1.5%) shall be maintained at all times. HMA must be a current Wisconsin Department of Transportation approved mix design. A copy of the mix design and test results must be submitted with the plans for the highway. For new construction, no HMA may be placed until the underlying base and subgrade has been in place for at least one winter. The final 1 1/2 inch layer of HMA surface shall be placed no later than 5 years from the beginning of construction.

Base Aggregate Dense

A 10 inch thick base shall be installed consisting of 5 inches of 3-inch crushed limestone base aggregate dense, followed by 5 inches of 3/4-inch crushed limestone base aggregate dense. Shoulders shall also be 3/4-inch crushed limestone base aggregate dense and shall be 5 feet wide. All base materials shall conform to the requirements of the State of Wisconsin Department of Transportation Standard Specifications For Highway and Structure Construction, latest edition. The cross-slope of the base shall conform to the pavement cross slope.

Sub-Base

Where suitable soil for road construction as described by Soil Survey of Rock County, Wisconsin is not present, unsuitable soils must be removed and replaced with pit run material meeting the requirements of the State of Wisconsin Department of Transportation Standard Specifications For Highway And Structure Construction, latest edition. All topsoil shall be stripped from the immediate construction area prior to any grading operations.

Proof Rolling

Proof rolling shall be performed on all aggregate courses and shall be witnessed by a representative from the Town of Turtle Highway Department.

Ditches

Ditches shall be installed to a minimum depth of 18 inches measured from the bottom outside edge of the base and shall be a minimum of 4 feet wide (either rounded or flat) on the bottom. All disturbed areas within the right of way shall be restored with a minimum of 4 inches of topsoil and shall be seeded, fertilized and mulched. A 4-foot wide strip of jute matting shall be placed in all ditch bottoms where the slope exceeds 4%. All ditch foreslopes shall be 4:1. Ditch backslopes shall normally be 4:1 but shall not exceed 2.5:1. Backslopes may extend beyond the right of way if necessary to maintain a minimum 2.5:1 backslope.

Culverts

Any culverts necessary for proper drainage shall be installed after elevation and location are obtained from the Town of Turtle Highway Superintendent or Town Engineer. The minimum length of any culvert installed in a road bed shall be at least 2 feet greater than the base course width. Apron end walls shall be used. The diameter and length will be subject to the approval of the Town of Turtle Highway Superintendent or Town Engineer, after the amount of the flowage is determined. In no case shall the culvert be less than 18 inches in diameter.

Bridges

All bridges shall meet the minimum requirements of state and federal law. In the event it is decided by the Town Board, that the construction of a bridge would be of a size and cost that it would create a hardship to the owner of land, then the Town Board may proceed to accept the road, complete as required above, except that part extending 100 feet on each side of the bridge. This portion of the road shall be known as the approach. The approach will be accepted uncomplete, with the reservation that the Town will bill to the owner a portion of the cost of construction of the bridge. The Town will proceed to build the bridge and approach with the help of bridge aid, if available. The balance not covered by the bridge aid shall be billed to the owner.

(d) **Authority for Higher Standards.** The road design standards in Subsection (c) of this ordinance are intended to be minimum design standards. The Town Board shall have the discretion to impose higher design standards where in the

opinion of the Town Board local conditions require higher standards or anticipated traffic in quantity or quality will require higher standards.

(e) **Application For Determination of Applicable Standards.** Any person may apply to the Town Board to determine what design standards should apply in a particular location, giving the description of the proposed highway and proposed design standards being requested to be approved for any proposed highway being proposed to be built. No person shall commence construction of any highway anticipated to be turned over to the Town without having written approval of the proposed highway design signed by the Town Board.

(f) **Final Inspection and Acceptance By Town Board.** The Design Engineer will be required to submit a report containing the following information upon completion of construction:

1. Centerline subgrade, outside edge and ditch bottom elevations at 50-foot intervals along the road alignment.
2. Centerline and outside edge elevations for each layer of base aggregate and for the 2nd layer of HMA pavement at 50-foot intervals along the road alignment.
3. Summary of the total tonnage used in each layer of HMA pavement.
4. Summary results of nuclear density tests taken for each layer of HMA pavement at approximately 500-foot intervals (minimum 3 tests per layer) along the road alignment.

Upon completion of the proposed highway, the Town Board will proceed to make final inspection, accepting or rejecting the highway as the case may be in the discretion of the Town Board. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made again. If final acceptance is made by the Town Board, the owner or owners will turn over to the Town, a warranty deed free and clear of any liens necessary to convey free and clear title to the Town for the highway, unless this is accomplished by plat dedication.

Section 12.02 USE OF RIGHT OF WAY BY UTILITIES AND OTHERS

(a) **Definition.** As used in this ordinance, the term “construction work” means any construction, installation, repair, or maintenance work of any nature on or under the area included in the right of way of any Town road or highway.

(b) **Prior Grants Revoked.** All prior grants of authority to utility companies or others to install any devices or items within the right of way lines of Town roads or highways are revoked.

(c) **Application.** Any party desiring to perform any construction work on or under the area included in a right of way of a Town road or highway shall send a written application to the Superintendent of Highways of the Town of Turtle stating:

(1) The nature and extent of the use of the right of way;

(2) The approximate starting and completion dates of the construction work; and

(3) Detailed specifications of the construction work to be done.

(d) **Fee.** The applicant shall pay a fee with the application in such an amount as determined by the Town Board.

(e) **Approval of Application.** The Superintendent of Highways shall approve or deny the application and shall notify the applicant of this in writing. If the Superintendent of Highways approves the application, the Superintendent may impose conditions and restrictions on the proposed construction work which shall be in writing and sent to the applicant. The Superintendent of Highways shall confer with the Town Fire Chief before approving any application so as to plan for blocking any right of way on a Town road or highway.

(f) **Notice To Fire Chief.** At least 24 hours before blocking any part of a road or highway in the Town, the applicant shall notify the Fire Chief and obtain approval for blocking the road or highway.

(g) **Lights and Barricades.** All roads or highways containing any obstructions due to construction work shall be properly barricaded and lighted to effectively warn vehicular traffic and pedestrians of the obstructions.

(h) **Back Filling Trenches.** No trench shall be dug across a road or highway within the Town without the written permission of the Superintendent of Highways. Any permitted trench across a road or highway surface shall be properly back filled according to specifications established by the Superintendent of Highways. This must be done before replacing blacktop or crushed rock. If the area where the work was done settles, the party responsible for the work shall be liable to the Town for a period of 5 years from the date the work was completed for any claim or expense for defective road or highway incurred by the Town by reason of the settling of the road or highway where the work was done.

(i) **Installation of Gas and Water Service.** Wherever possible, gas and water services shall be installed by boring.

(j) **Location of Shutoff Valves, Lateral Services and Utility Poles.** All shutoff valves, lateral services and utility poles in the right of way of any Town road or highway shall be located not more than 12 inches from the outer edge of the right of way.

(k) **Liability For Use of Right Of Way.** Any applicant who does construction work in the right of way of any Town road or highway shall be deemed to have agreed to indemnify and save harmless the Town for the repair of and liability for any defects in a road or highway caused by the work. Any applicant shall also restore all ditches, drainage systems, driveway entrances and drainage tile to the condition they were in before the work was done. This restoration shall be completed within the time specified in the application, or if no time is specified in the application, within a reasonable time of completion of the work.

(l) **Town Board Action.** If the road, highway, drainage ditches, or any other part of the right of way is not restored to its condition existing before the work was done, the Town Board may hire corrective work done by Town employees or others and the applicant shall be liable to pay the Town for the cost of the corrective work. If the Town hires the corrective work done, it shall give the applicant 10 days written notice of the Town's intention to do so.

(m) **Penalty.** Any person violating any of the provisions of this ordinance shall be subject to a forfeiture.

Section 12.03 MAILBOXES AND NEWSPAPER DELIVERY BOXES ON PUBLIC HIGHWAY RIGHT-OF-WAY

(a) **Interference Prohibited.** No mailbox or newspaper delivery box (hereafter referred to as "mailbox") shall be allowed to exist on any street, road, or highway right-of-way within the Town of Turtle if it interferes with the safety of the traveling public or the function, maintenance, or operation of the highway system.

(b) **Standards.** The location and construction of mailboxes shall conform to the rules and regulations of the U.S. Postal Service as well as to standards established by this ordinance.

(c) **Location.** The location of mailboxes shall conform to the following requirements:

(1) No mailbox will be permitted where access is obtained from the lanes of a freeway or where access is otherwise prohibited by law or regulation.

(2) Mailboxes shall be located on the right-hand side of the roadway in the direction of the delivery route except on one-way streets where they may be placed on the left-hand side. The bottom of the box shall be set at an elevation established by the U.S.

Postal Service, usually between 3 feet 6 inches and 4 feet above the roadway surface. The roadside face of the box shall be offset from the edge of the traveled way a minimum distance of the greater of the following: 8 feet (where no paved shoulder exists), the width of the all-weather shoulder present plus 8 to 12 inches, or the width of an all-weather turnout plus 8 to 12 inches.

(3) Exceptions to the lateral placement criteria in Subsection (c)(2) will exist on residential streets and certain designated rural roads where the Town of Turtle deems it in the public interest to permit lesser clearances or to require greater clearances. On curbed streets, the roadside face of the mailbox shall be set back from the face of curb a distance between 6 and 12 inches. On residential streets without curbs or all-weather shoulders and that carry low-traffic volumes operating at low speeds, the roadside face of a mailbox shall be offset between 8 and 12 inches behind the edge of pavement.

(4) Where a mailbox is located at a driveway entrance, it shall be placed on the far side of the driveway in the direction of the delivery route.

(5) Where a mailbox is located at an intersecting road, it shall be located a minimum of 100 feet beyond the center of the intersecting road in the direction of the delivery route. This distance shall be increased to 200 feet when the average daily traffic on the intersecting road exceeds 400 vehicles per day.

(d) **Structure.** The structure of mailboxes shall conform to the following requirements:

(1) Mailboxes shall be of light sheet metal or plastic construction conforming to the requirements of the U.S. Postal Service. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

(2) No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing. However, lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support.

(3) Mailbox supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed.

(4) A single 4-inch x 4-inch or 4 ½ -inch diameter wooden post or a metal post with a strength no greater than a 2-inch diameter standard strength steel pipe and embedded no more than 24 inches into the ground will be acceptable as a mailbox support. A metal post shall not be fitted with an anchor plate, but it may have an anti-twist device that extends no more than 10 inches below the ground surface.

(5) The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post top if the installation is struck by a vehicle.

(6) The minimum spacing between the centers of support posts shall be three-fourths the height of the posts above the groundline.

(e) **Shoulder and Parking Area Construction.** It shall be the responsibility of the owner of the mailbox to inform the Town of Turtle of any new or existing mailbox installation where shoulder construction is inadequate to permit all-weather vehicular access to the mailbox.

(f) **Removal of Nonconforming or Unsafe Mailboxes.** Any mailbox that is found to violate this ordinance shall be removed by the owner of the mailbox upon notification by the Town of Turtle. At the discretion of the Town of Turtle, based on an assessment of hazard to the public, the owner will be granted not less than 24 hours nor more than 30 days to remove an unacceptable mailbox. After the specified removal period has expired, the unacceptable mailbox will be removed by the Town of Turtle at the owner's expense.

Section 12.04 SPEED ZONES

(a) A traffic investigation was made and the maximum permissible speed is herein established as reasonable and safe pursuant to section 349.11 of the Wisconsin Statutes on the following roads in the Town of Turtle, Rock County, Wisconsin:

Bradley Street

Twenty-five miles per hour from its intersection with Vail Terrace southerly to its intersection with Crane Avenue

Buss Road

Twenty-five miles per hour from its junction with Shopiere Road, southerly 0.5 of a mile

Butterfly Road

Twenty-five miles per hour from its junction with Shopiere Road, southerly 0.6 of a mile

Church Street

Twenty-five miles per hour from the intersection with Butterfly Road northeasterly to the intersection with Buss Road

Circlewood Drive

Twenty-five miles per hour over its entire length

Claremont Drive

Twenty-five miles per hour over its entire length

Colley Road

(a) Thirty-five miles per hour from its junction with Brewster Road, easterly 0.7 of a mile

(b) Forty miles per hour between Turtle Town Hall Road and Riemer Road

(c) Thirty-five miles per hour from Beloit City Limits to Beloit City Limits on South Townhall Road

Corene Avenue

Twenty-five miles per hour from its intersection of Vail Terrace southerly to its intersection with Gorton Street

Crane Avenue

Twenty-five miles per hour from its intersection with Shopiere northerly to its intersection with Gorton Street

Creek Road

(a) Twenty-five miles per hour from its junction with the Chicago and Northwestern Railway tracks southwesterly 0.16 of a mile

(b) Twenty-five miles per hour from a point 1.0 mile northerly of its junction with Shopiere Road, southerly to its junction with Shopiere Road

(c) Forty-five miles per hour from a point 1.0 mile northeast of the intersection of County Highway J, southwesterly to the intersection with Lathers Road

(d) Forty-five miles per hour from the intersection of County Highway J east 0.5 of a mile

(e) Forty-five miles per hour from one quarter of a mile north of Huebbe Parkway to Lathers Road

Deerwood Road

Twenty-five miles per hour from the intersection with Beloit Road, southeasterly and southwesterly to the intersection with Foxhollow Road

Easy Street

Twenty-five miles per hour over its entire length

Ehle Street

Twenty-five miles per hour over its entire length

Elise Drive

Twenty-five miles per hour over its entire length

Foxhollow Road

Twenty-five miles per hour from the intersection with Beloit Road, southeasterly and northeasterly to the intersection with Starkwood Road

Gorton Street

Twenty-five miles per hour from its intersection with Vail Terrace westerly to its intersection with Crane Avenue

Gustafson Road

Forty miles per hour from County Highway X south to the railroad tracks

Hart Court

Twenty-five miles per hour over its entire length

West Hart Road

Twenty-five miles per hour from a point 0.7 of a mile west of the intersection with Hart Court, easterly to the intersection with Creek Road

Hazelwood Drive

Twenty-five miles per hour over its entire length

East Huebbe Parkway

Twenty-five miles per hour from Creek Road west .64 miles

Lathers Road

(a) Twenty-five miles per hour between Needham Road and Shopiere Road

(b) Twenty-five miles per hour between Shopiere Road and Creek Road

Leona Drive

Twenty-five miles per hour over its entire length

Monarch Circle

Twenty-five miles per hour over its entire length

Monroe Avenue

Twenty-five miles per hour from its intersection with Shopiere Road northerly to its intersection with Vail Terrace

Murphy Woods Road

Twenty-five miles per hour from its intersection with Shopiere Road westerly for a distance of 0.25 of a mile

Patrick Road

Forty-five miles per hour from the intersection of Creek and Philhower Roads to L-T Townline Road

Petter Road

Twenty-five miles per hour over its entire length

Philhower Road

Forty-five miles per hour from Prairie Avenue to Creek Road

East Ridge Road

Twenty-five miles per hour from its intersection with South Ridge Road westerly to its intersection with Milwaukee Road

Schuster Drive

Twenty-five miles per hour from its intersection with Shopiere Road westerly to its intersection with Prairie Avenue

Suburban Drive

Twenty-five miles per hour over its entire length

Townhall Road

Thirty-five miles per hour on South Townhall Road from Beloit City Limits to East Colley Road

Townline Road

Twenty-five miles per hour from Creek Road west on Townline Road for 1.0 mile

Vail Terrace

Twenty-five miles per hour from its intersection with Prairie Avenue easterly to its intersection with Shopiere road

Wood Trail

Twenty-five miles per hour from the intersection with Lathers Road, northeasterly and northerly to the intersection with Shopiere Road

(b) The speed limits set forth in this ordinance are effective upon the erection of standard signs giving notice of the speed limit.

Section 12.05 DRAINAGE TILE

(a) **Standard Tile Required.** It shall be unlawful for a person to install or cause to be installed in the Town of Turtle a drainage tile that does not comply with this ordinance in the right of way of a highway.

(b) **Permit Required.** Drainage tile cannot be installed in a highway right of way without a permit issued by the Town of Turtle. The permit shall be issued by the Building Inspector and approved by the Superintendent of Highways.

(c) **Drainage Tile Standards.** Drainage tile installed pursuant to this ordinance must comply with all of the following standards:

(1) The tile must be a minimum of 15 inches in diameter and must be an arched type.

(2) The tile must be at least 24 feet but not more than 48 feet in length. If the length is over 48 feet, approval must be obtained from the Town Board.

(3) The grade at the place where the tile is installed must be approved by the Superintendent of Highways.

(4) A minimum of #2 gradation No. 1 crushed rock must be used to cover the tile.

(5) If the driveway entrance is adjacent to a state highway, a permit must be obtained from the State of Wisconsin.

(d) **Special Assessments.** The Town Board may levy a special assessment for the cost of installing the drainage tile in the right of way pursuant to this ordinance. This cost may include the removal of any previously installed drainage tile that does not comply with this ordinance.

(e) **Installation.** All drainage tile installed pursuant to this ordinance shall be done by employees of the Town of Turtle except where the Town Board authorizes installation by a private installer.

(f) **Penalty.** Any person violating this ordinance shall pay a forfeiture. Each day of violation constitutes a separate offense under this ordinance.